

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF CINCINNATI **CODE#** 061-15000

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 9 / 08 / 2007

CONTACT: Greg Long **PHONE #** (513) 352-5289

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513)352-5336 **E-MAIL:** greg.long@cincinnati-oh.gov

PROJECT NAME: Clifton Avenue Improvements

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$1,525,489
☐ 2. Loan \$
☐ 3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$2,542,482

FUNDING REQUESTED: \$1,525,489

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$1,525,489 **LOAN ASSISTANCE:** \$
SCIP LOAN: \$ **RATE:** % **TERM:** yrs.
RLP LOAN: \$ **RATE:** % **TERM:** yrs.

(Check Only 1)

- ☒ State Capital Improvement Program ☐ Small Government Program
☐ Local Transportation Improvements Program

HAMILTON COUNTY
ENGINEERS
PERMIT DEPARTMENT
2007 SEP 21 PM 1:38

FOR OPWC USE ONLY

PROJECT NUMBER: C / C
Local Participation %
OPWC Participation %
Project Release Date: / /
OPWC Approval:

APPROVED FUNDING: \$
Loan Interest Rate: %
Loan Term: years
Maturity Date:
Date Approved: / /
SCIP Loan **RLP Loan**

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:

\$_____.**00**

Preliminary Design \$
Final Design \$
Bidding \$_____.**00**
Construction Phase \$_____.**00**

Additional Engineering Services

\$_____.**00**

***Identify services and costs below.**

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$_____

c.) Construction Costs:

\$_____**2,311,347.00**

d.) Equipment Purchased Directly:

\$_____.**00**

e.) Permits, Advertising, Legal:

**(Or Interest Costs for Loan Assistance
Applications Only)**

\$_____.**00**

f.) Construction Contingencies:

\$_____**231,135.00**

g.) TOTAL ESTIMATED COSTS:

\$_____**2,542,482.00**

***List Additional Engineering Services here:**
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ _____ .00	
b.) Local Revenues	\$ <u>1,016,993 .00</u>	<u>40</u>
c.) Other Public Revenues	\$ _____ .00	
ODOT	\$ _____ .00	
Rural Development	\$ _____ .00	
OEPA	\$ _____ .00	
OWDA	\$ _____ .00	
CDBG	\$ _____ .00	
OTHER _____	\$ _____ .00	
SUBTOTAL LOCAL RESOURCES:	\$ <u>1,016,993 .00</u>	<u>40</u>
d.) OPWC Funds		
1. Grant	\$ <u>1,525,489 .00</u>	<u>60</u>
2. Loan	\$ _____ .00	
3. Loan Assistance	\$ _____ .00	
SUBTOTAL OPWC RESOURCES:	\$ <u>1,525,489 .00</u>	<u>60</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>2,542,482.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Clifton Avenue Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Clifton Avenue and West Clifton Avenue from McMillan to Vine Street.

PROJECT ZIP CODE: 45219

B: PROJECT COMPONENTS:

Horizontal and vertical geometric improvements to the roadway on Clifton near Zier Place include super-elevation and intersection realignment. Highway work includes grind and pave entire roadway surface and full depth asphalt base and asphalt surface reconstruction in the curve; new sidewalk on both sides of street, traffic signals, and overhead signage. The project will address safety countermeasures using pavement markings, LED signal heads, and overhead signage, retaining wall construction, and rock fall protection as further detailed in the ASI.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Project covers 4,100 linear feet on Clifton Avenue.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 7017 Year: 2000 Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served:

Project has 12,857 users (refer to the ASI).

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$2,542,482.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$_____00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>9 / 1 / 07</u>	<u>9 / 1 / 08</u>
4.2 Bid Advertisement and Award:	<u>9 / 1 / 08</u>	<u>12 / 31 / 08</u>
4.3 Construction:	<u>1 / 1 / 09</u>	<u>2 / 1 / 10</u>
4.4 Right-of-Way/Land Acquisition:	<u> / /</u>	<u> / /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	<u>Scott Stiles</u>
	TITLE	<u>Assistant City Manager</u>
	STREET	<u>Room 104, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352-3475</u>
	FAX	<u>(513) 352-2458</u>
	E-MAIL	
5.2	CHIEF FINANCIAL OFFICER	<u>Joe Gray</u>
	TITLE	<u>Acting Finance Director</u>
	STREET	<u>Room 250, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352-5372</u>
	FAX	
	E-MAIL	
5.3	PROJECT MANAGER	<u>Don Gindling</u>
	TITLE	<u>Principal Construction Engineer</u>
	STREET	<u>Room 450, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352-1518</u>
	FAX	
	E-MAIL	

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Scott Stiles, Assistant City Manager

Certifying Representative (Type or Print Name and Title)

Scott Stiles 9/14/07

Signature/Date Signed

CLIFTON AVENUE IMPROVEMENTS

9/19/2007

GENERAL CONSTRUCTION

ITEM NO.	ESTIMATED QUANTITIES		DESCRIPTION	EST. UNIT PRICE	TOTAL ESTIMATED COST
103.05	1.00	l.s.	Contract Bond	\$15,000.00	\$15,000
202	4.00	ea.	Inlet Removed	\$400.00	\$1,600
202	2333.00	s.y.	Full Depth Pavement Removed	\$25.00	\$58,325
203	2333.00	s.y.	Subgrade Compaction	\$2.50	\$5,833
251	450.00	s.y.	Partial Depth Pavement Repair, Concrete Pavement	\$30.00	\$13,500
253	450.00	s.y.	Full Depth Pavement Repair, Concrete Pavement	\$30.00	\$13,500
254	18000.00	s.y.	Pavement Planing, Bituminous	\$5.00	\$90,000
301	518.00	c.y.	Bituminous Aggregate Base	\$125.00	\$64,750
304	389.00	c.y.	Aggregate Base w/ Geotextile Fabric	\$45.00	\$17,505
448	800.00	c.y.	Asphalt Concrete Intermediate Course, Type 1	\$125.00	\$100,000
448	800.00	c.y.	Asphalt Concrete Surface Course, Type 1	\$125.00	\$100,000
604	30.00	ea.	DGI Adjusted to Grade	\$450.00	\$13,500
604	7.00	ea.	DGI/CI Repaired And Adjusted to Grade	\$3,000.00	\$21,000
604	25.00	ea.	Valve Chambers Adjusted to Grade W/O Rings	\$350.00	\$8,750
604	6.00	ea.	Construction of CI	\$4,000.00	\$24,000
604	25.00	ea.	Manhole Adjusted to Grade	\$400.00	\$10,000
604	104.00	ea.	Inlet Grates	\$100.00	\$10,400
607	10.00	l.f.	City Standard Fence	\$180.00	\$1,800
608	57.00	e.a.	Curb Ramp	\$500.00	\$28,500
608	62180.00	s.f.	5" Concrete Walk	\$5.00	\$310,900
Special	250.00	ea.	Pier Wall Cap	\$900.00	\$225,000
Special	500.00	l.f.	Retaining Wall	\$600.00	\$300,000
609	8000.00	l.f.	Concrete Curb, Type S-1	\$25.00	\$200,000
Special	400.00	l.f.	Rock Fall Protection And Wall Rehabilitation	\$1,000.00	\$400,000
614	1.00	l.s.	Maintaining Traffic	\$50,000.00	\$50,000
627	6200.00	s.f.	Concrete Driveway	\$10.00	\$62,000
630	500.00	s.f.	Signs, Flat Sheet, Type G	\$22.00	\$11,000
630	200.00	l.f.	Ground Mounted Support, # 2 Post- U Channel Type	\$10.00	\$2,000
644	1.00	mile	Center Line	\$4,000.00	\$4,000
644	200.00	l.f.	Channelizing Line	\$1.20	\$240
644	500.00	l.f.	Transverse Line	\$5.00	\$2,500
644	200.00	l.f.	Stop Line	\$6.00	\$1,200
644	1500.00	l.f.	Crosswalk Line	\$3.00	\$4,500
644	4.00	ea.	Lane Arrow	\$80.00	\$320
Special	100.00	s.f.	Detectable Warning	\$130.00	\$13,000
653	25.00	c.y.	Topsoil Furnished And Placed Per Plan	\$30.00	\$750
659	100.00	s.y.	Seeding & Mulch	\$30.00	\$3,000
661	75.00	ea.	Deciduous Tree, 3" Caliper, Per Plan	\$385.00	\$28,875
721	100.00	ea.	Raised Pavement Markers	\$25.00	\$2,500
Special	2.00	ea.	Project Sign	\$300.00	\$600
1125	15.00	ea.	Furnish And Install Valve Box Complete	\$400.00	\$6,000
UNOFFICIAL TOTAL ROADWAY ITEMS					\$2,226,347

ITEM NO.	ESTIMATED QUANTITIES		DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
1323	Lump	Sum	Traffic Signal Reconstructed	\$75,000	\$75,000
1323	Lump	Sum	Traffic Signal Rebuilt	\$10,000	\$10,000
UNOFFICIAL TOTAL ALTERNATE ONE ITEMS					\$85,000

Base Estimate	\$2,311,347
Project Contingency 10%	\$231,135

Gregory D. Long, P.E.

State of Ohio
GREGORY D. LONG
E-66202
REGISTERED PROFESSIONAL ENGINEER

Total Estimated Construction Cost \$2,542,482

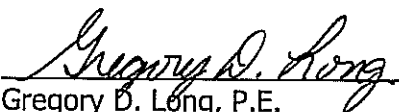
September 10, 2007

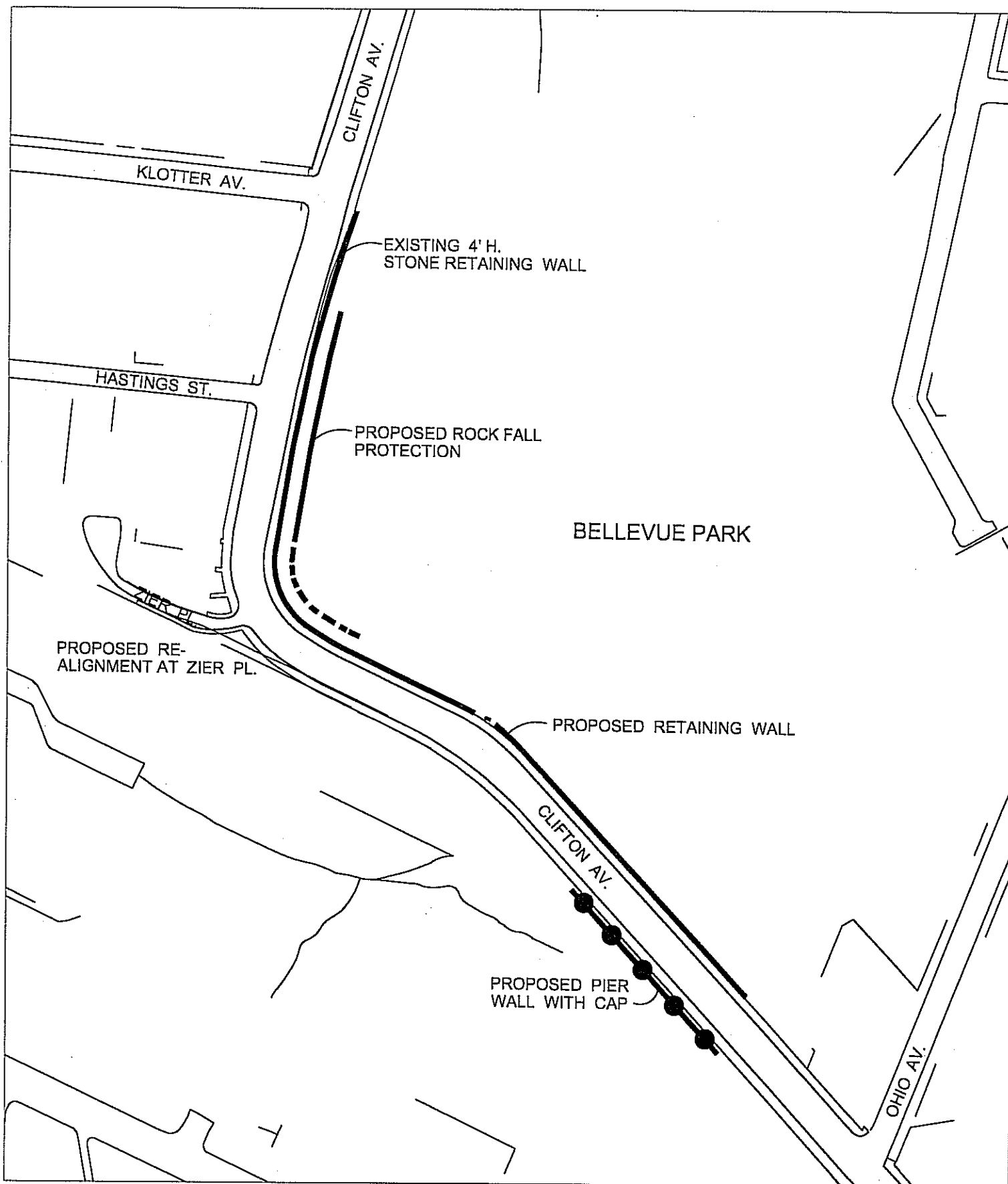
Subject: Clifton Avenue/West Clifton Avenue Improvements
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject project improvements is at least twenty (20) years.



(seal)


Gregory D. Long, P.E.
Supervising Engineer
City of Cincinnati

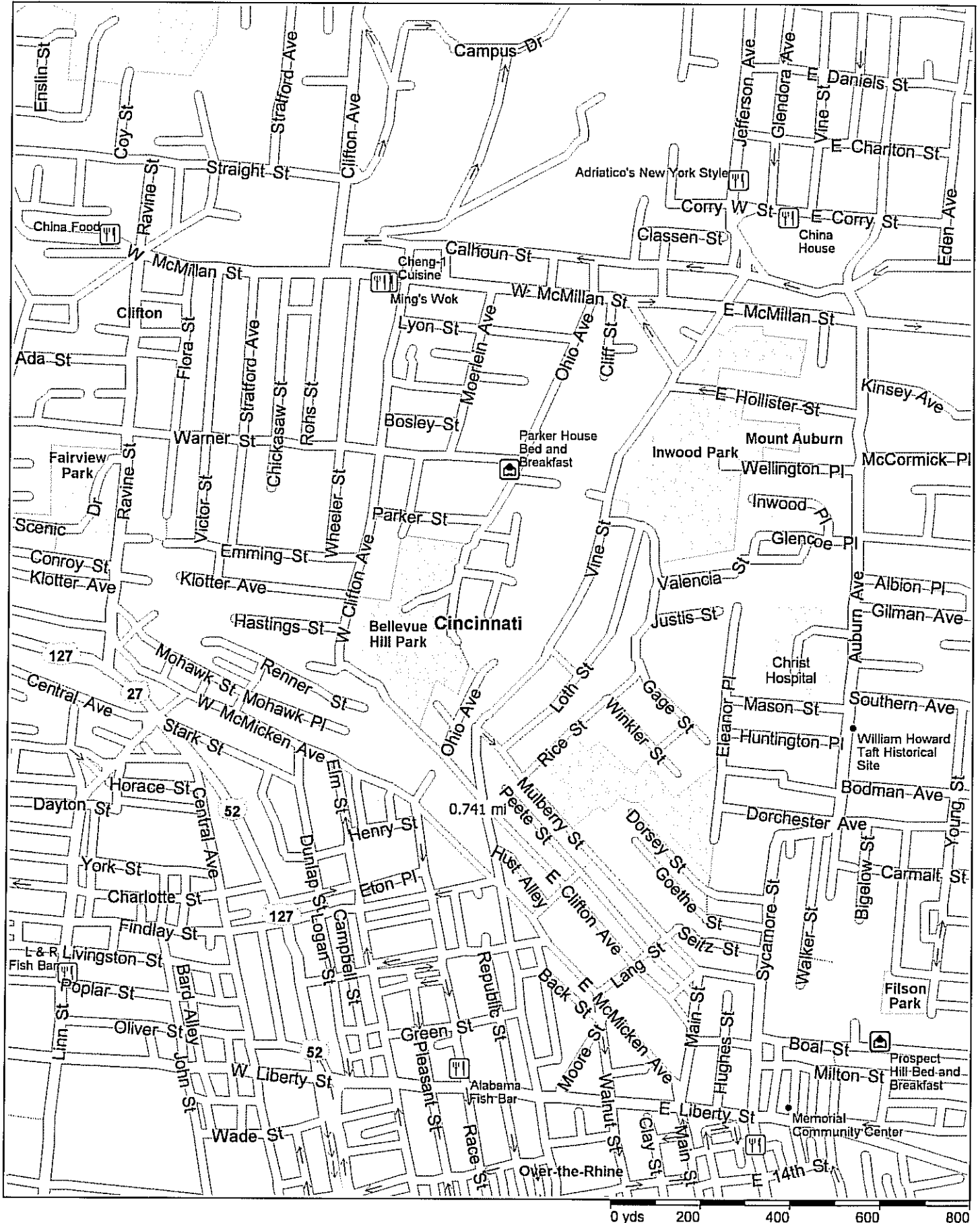


CLIFTON AVE. IMPROVEMENT

No Scale

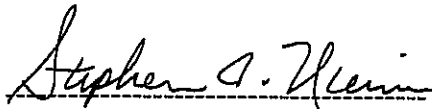


Clifton/West Clifton Avenue Improvements



CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Clifton Avenue/West Clifton Avenue Improvements** project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.



Stephen I. Niemeier, P.E.
Principal Traffic Engineer



Long, Greg (Engineering)

From: Ted Meyer [TCMeyer@go-metro.com]
Sent: Wednesday, September 12, 2007 4:36 PM
To: Victor, Reggie
Cc: Long, Greg (Engineering)
Subject: Re: Buses on W. Clifton

Reggie,

On a typical weekday Metro operates 117 buses southbound and 119 buses northbound on the portion of Clifton Avenue between Vine Street and McMillan Street.

If you need any additional information, please let me know.

Ted

Ted Meyer
Metro/SORTA
Manager of Planning & Scheduling
1401 Bank Street
Cincinnati, Ohio 45214
(513) 632-7547

>>> "Victor, Reggie" <Reggie.Victor@cincinnati-oh.gov> 9/12/2007 2:42 PM >>>
Hi Ted:

Whatever data you can provide regarding the buses on Clifton Avenue, please e-mail it directly to Greg Long, as I might not be at my desk for certain parts of the day. It would be helpful if he could get the data by the end of the day tomorrow (Thursday).

I really appreciate your assistance,

Reggie

ADDITIONAL SUPPORT INFORMATION

Clifton Avenue Improvements

For Program Year 2008 (July 1, 2008 through June 30, 2009), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES X NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Pavement:

Deficiencies: The pavement is in critical condition due to severe cracking and significant base failures. A sampling of the pavement records for the jurisdiction as well as pictures is included to document the condition. Pavement has been rutted and shoved by traffic over the years. The number of potholes, amount of patching and significant rutting serves to document the poor ride quality (see the attached photographs).

Solution: The project will provide smooth surface for motorists and repair base failures after the pavement has been resurfaced and the deficient base has been removed and replaced with fully supported new full depth repaired pavement.

Geometric Design:

Deficiencies: Substandard geometric design will be eliminated with the realignment of Clifton Avenue. Poor alignment through the curve between Hastings and Ohio on the north direction has hampered traffic making the existing driving conditions very difficult. The existing sidewalks on Clifton are crumbling and have deteriorated to the point that the walk cannot safely be traversed.

Solution: This project will eliminate the substandard geometry by realigning the curve Clifton and by establishing the sidewalk connection along the north curb line.

Hillside Stabilization:

Deficiencies: On the uphill, north side of the curve, rocks regularly fall into the roadway. GM barriers temporarily placed on top of the existing wall are not high enough to prevent rocks from falling into the roadway. The GM barriers have been damaged by the impact of the falling rock; consequently, the rockfall protection is in critical condition (refer to photos). Removal of rocks from the roadway has been an ongoing problem. A slow moving landslide occurs on the downhill side of Clifton Avenue near its intersection with Ohio Avenue. Movement of the landslide has damaged the roadway and caused the adjacent sidewalk and curb to be below the elevation of the roadway compromising roadway safety and roadway drainage. The hillside between the southern end of the existing wall and Ohio Avenue is actively creeping onto the curb. Rapid earthflows can occur along any section of this hillside. A rapid earth flow, which occurred in the past, has been temporarily stabilized with guardrail sections.

Solution: This project will prevent rocks from falling onto the roadway by constructing a permanent barrier wall on top

of and behind the existing wall. The permanent barrier wall will have a greater height than the temporary barriers, be able to withstand rock impacts, and be removable to allow for periodic clearing of debris from behind the wall. Construction of a pier wall will stabilize the roadway from further damage caused by the slow moving landslide and allow grades to be reestablished. The construction of a retaining wall between the end of the existing wall and Ohio Avenue will stabilize the slope and prevent further encroachment of the hillside onto the roadway and allow the construction of a sidewalk.

Based on information and documentation, the infrastructure within the project limits is in critical condition and requires partial reconstruction to maintain integrity.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Pavement:

Safety Problem: The pavement has severe cracking and significant base failures.

Solution: The proposed project will improve the safety of the service area by supplying a better driving surface.

Hillside Stability:

Safety Problem: The rocks which fall onto the roadway are of significant size and are extremely hazardous not only from being struck during a fall but from creating an obstacle within the travel lane. The highest zone of occurrence is located within a curve where sight distance is limited. Removal of the hazard does not occur until after the rock has fallen and only after it has been reported. Vertical offset between the edge of pavement and the sidewalk within the area of the slow moving landslide is greater than 1 foot. A curb along this section of roadway is practically nonexistent. Repair of the roadway and sidewalk will only be temporary if a pier wall is not constructed. Pedestrians routinely walk within the outbound curb lane of the roadway. A retaining wall is required on the uphill side of the roadway to allow for construction of the sidewalk. Soil along this section of roadway encroaches onto the roadway with the possibility of suddenly extending out into the roadway during periods of high precipitation.

Solution: This project will prevent rocks from falling onto the roadway by constructing a permanent barrier wall on top of and behind the existing wall. The permanent barrier wall will have a greater height than the temporary barriers, be able to withstand rock impacts, and be removable to allow for periodic clearing of debris from behind the wall. Construction of a pier wall will stabilize the roadway from further damage caused by the slow moving landslide and allow grades to be reestablished. The construction of a retaining wall between the end of the existing wall and Ohio Avenue will stabilize the slope and prevent further encroachment of the hillside onto the roadway and allow the construction of a sidewalk.

Signals/Pavement Marking/Access Management/Roadway Cross Section:

Safety Problem: The corridor crash rate is 17.81 crashes per million vehicle miles and continues to be a very significant safety issue for the traveling public. A dangerous roadway profile (both horizontal and vertical) exists through the curve near Zier Place.

Solution: The new alignment will improve visibility and allow for the proper geometry through the curve.

Superelevation and realignment of Zier Place will properly define the intersection and curve on the downhill portion of the roadway. Many significant crash countermeasures are being implemented with this project including rebuilding the traffic signal at Vine Street, upgrading signal lenses to 12 inch LED displays, addition of curve warning signage, placement of lane-use signs, adjusting stop bar locations, refreshing pavement markings, adding raised pavement markers, consolidation of driveways and reconstructing the sidewalk along the project limits.

The entire roadway will be planed, partial and full depth repairs will be performed and then resurfaced with intermediate and surface courses of asphalt concrete. The curve will be realigned and reduced to 36 feet wide to facilitate a better alignment for vehicles while allowing the construction of sidewalk for very heavy pedestrian traffic. New sidewalk, curbs and curb ramps will be installed throughout the project limits to provide safer pedestrian access and better roadway drainage. A retaining wall is required on the uphill side of the roadway to allow for construction of the sidewalk.

The additions of the countermeasures outlined serve to directly eliminate the documented accidents (rear end crashes, right angle crashes, sideswipe accidents, and the fixed object accidents- all of which can be directly attributed to the roadway geometry, pavement condition and other problems cited. The reconstruction of sidewalks, realignment of the curve, and resurfacing the roadway will rectify the documented safety problems. Accident data has been attached to provide documentation of the safety problems throughout the project area. The rate is significantly above the City average for a through corridor, and these facts speak directly to the frequency and severity of the stated problem.

This project is critically important to the safety of the public and citizens of the district.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project will have minimal impact on the health of the service area.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Clifton/West Clifton Avenue Improvements

Priority 2 Spring Grove/Clifton Avenue Improvements

Priority 3 Elberon Avenue Landslide Improvements

Priority 4 Colerain/Westfork/Virginia Improvements

Priority 5 Hamilton Avenue Phase 2 Improvements

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

Minor casting adjustments and normal catch basin replacements will be included with the roadway construction

activity. The user funded project components include less than 1% of the total construction costs.

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The proposed project will enhance the ongoing commercial development along Clifton. With the addition of commercial development sites comes more pedestrian traffic. This project will promote pedestrian traffic with the addition of reconstructed sidewalk along the corridor, therefore; increasing access to business and fostering new development.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

The project is designed for current demand.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 5

- a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? 0 Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

- e.) Give an estimate of time needed to complete any item above not yet completed. 12 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Clifton Avenue and West Clifton Avenue are major arterials serving the Cincinnati communities and businesses of Clifton and Over The Rhine. These streets serve as a direct connection to Vine Street, Clifton Area (hospitals and the university) as well as providing access for industry with heavy truck traffic. This project will rekindle commercial and residential development along this corridor. The project connects the regions to largest employment centers (Uptown and Downtown). This project is in the OKI Western Transportation Study.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No _____

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related

facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT _____ X 1.20 = 12,857 Users ***

Water/Sewer: Homes _____ X 4.00 = _____ Users

*** ADT is 7017 vehicles per day, which includes 117 southbound busses and 119 northbound busses from various SORTA routes (see e-mail from SORTA). To determine the actual users for this facility the total busses were subtracted from the ADT ($7017 - 236 = 6781$ vehicle per day). The new ADT was multiplied by 1.2 to get the users from standard vehicular traffic ($1.2 \times 6781 = 8137$ users). The bus ridership has been accounted for using half full capacity or 20 passengers per bus (quite conservative). The number of users for the bus routes was determined multiplying the ridership by the number of busses per day (236 busses per day $\times 20$ users per bus = 4720 users). The total users for the facility are the addition of the total bus ridership plus the standard vehicular ridership ($8137 + 4720 = 12,857$ users).

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Dedicated portion of City earnings tax.

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

**SCIP/LTIP PROGRAM
ROUND 22 - PROGRAM YEAR 2008
PROJECT SELECTION CRITERIA
JULY 1, 2008 TO JUNE 30, 2009**

NAME OF APPLICANT: CITY OF CINCINNATI

NAME OF PROJECT: CLIFTON AVENUE IMPROVEMENTS

RATING TEAM: 1

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

23 - Critical

☒ 20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

Appeal Score

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- ☒ 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

Criterion 2 – Safety

The applying agency shall include in its application the type ~~frequency, and severity of the safety problem~~ deficiency that currently exists ~~and how the intended project would improve the situation~~. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, ~~shall generally will~~ not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- ☒ 0 - No measurable impact

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, ~~shall generally will~~ not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- ☒ 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

☒ 10 – Less than 10%

9 – 10% to 19.99%

8 – 20% to 29.99%

7 – 30% to 39.99%

6 – 40% to 49.99%

5 – 50% to 59.99%

4 – 60% to 69.99%

3 – 70% to 79.99%

2 – 80% to 89.99%

1 – 90% to 95%

0 – Above 95%

Appeal Score

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure new employment

Appeal Score

5 – The project will permit more development

☒ 0 – The project will not impact development

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - **LOCAL**

10 – This project is a loan or credit enhancement

10 – 50% or higher

☒ 8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

List total percentage of "Local" funds _____%

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) Matching Funds – **OTHER**

List total percentage of “Other” funds _____%

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- ☒ 0 – Less than 1%

List below each funding source and percentage

_____	_____%
_____	_____%
_____	_____%
_____	_____%
_____	_____%

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer’s Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

10 - Project design is for future demand.

Appeal Score

8 - Project design is for partial future demand.

☒ 6 ☒ 8 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

☒ 2 - Project design is for no increase in capacity.

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

- 5) Will be under contract by December 31, 2008 and no delinquent projects in Rounds 19 & 20
3 - Will be under contract by March 31, 2009 and/or one delinquent project in Rounds 19 & 20
0 - Will not be under contract by March 31, 2009 and/or more than one delinquent project in Rounds 19 & 20

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact

8 – Significant Impact

6) Moderate Impact

4 – Minor Impact

2 – Minimal or No Impact

Appeal Score

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

2) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 – 80% reduction in legal load or 4-wheeled vehicles only

7 – Moratorium on future development, *not* functioning for current demand

6 – 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 – 40% reduction in legal load

2 – 20% reduction in legal load

0 - Less than 20% reduction in legal load

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

4) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - ~~16,000~~ 30,000 or more

8 - ~~12,000~~ 21,000 to 29,999 ~~15,999~~

TRAFFIC COUNTS
NOT PROVIDED IN APP.

6 - ~~8,000~~ 12,000 to 20,999 ~~11,999~~

4 - ~~4,000~~ 3,000 to 11,999 ~~7,999~~

2 - ~~3,999~~ 2,999 and under

Appeal Score

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

5 - Two or more of the above

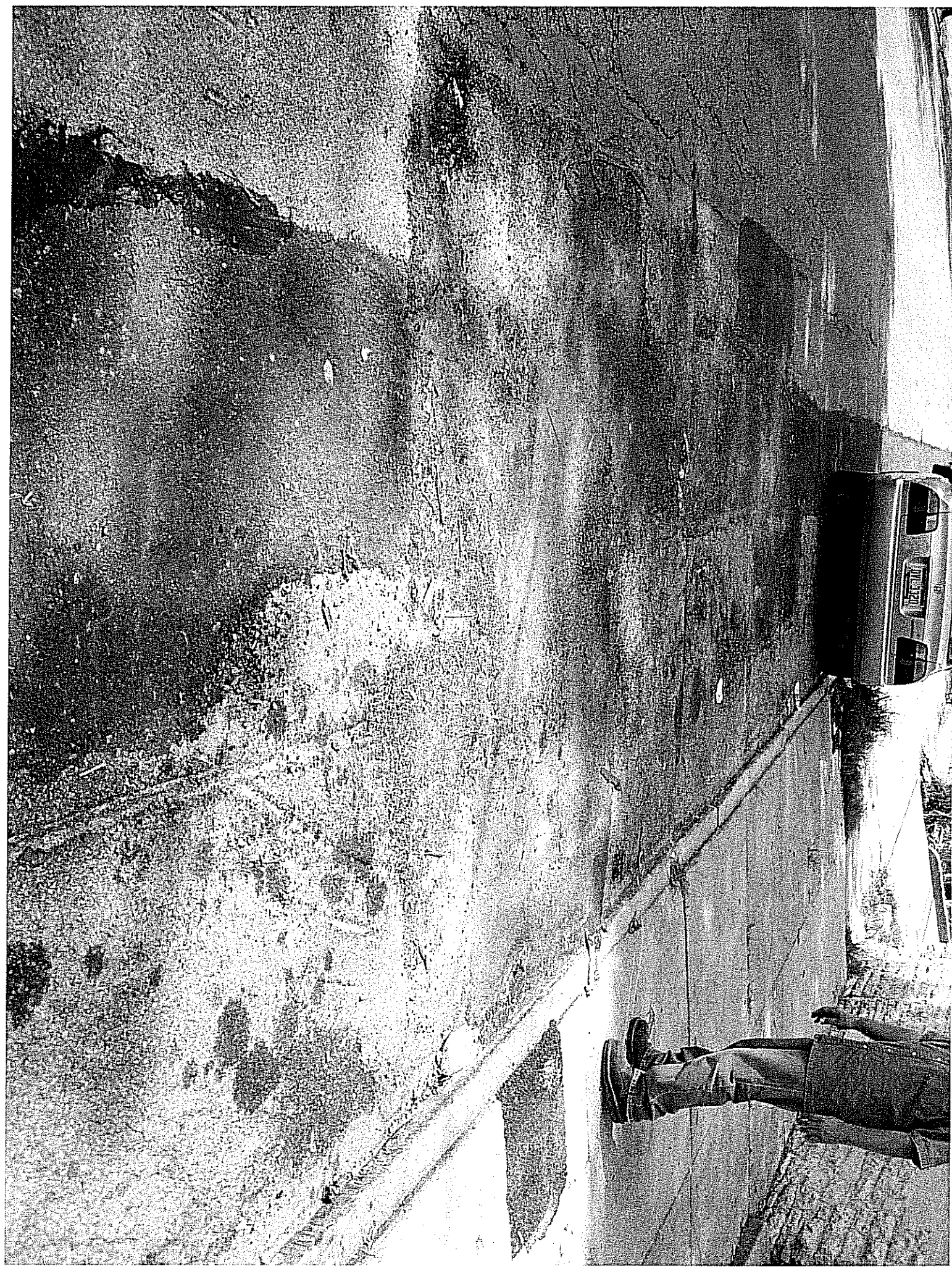
Appeal Score

3 - One of the above

0 - None of the above

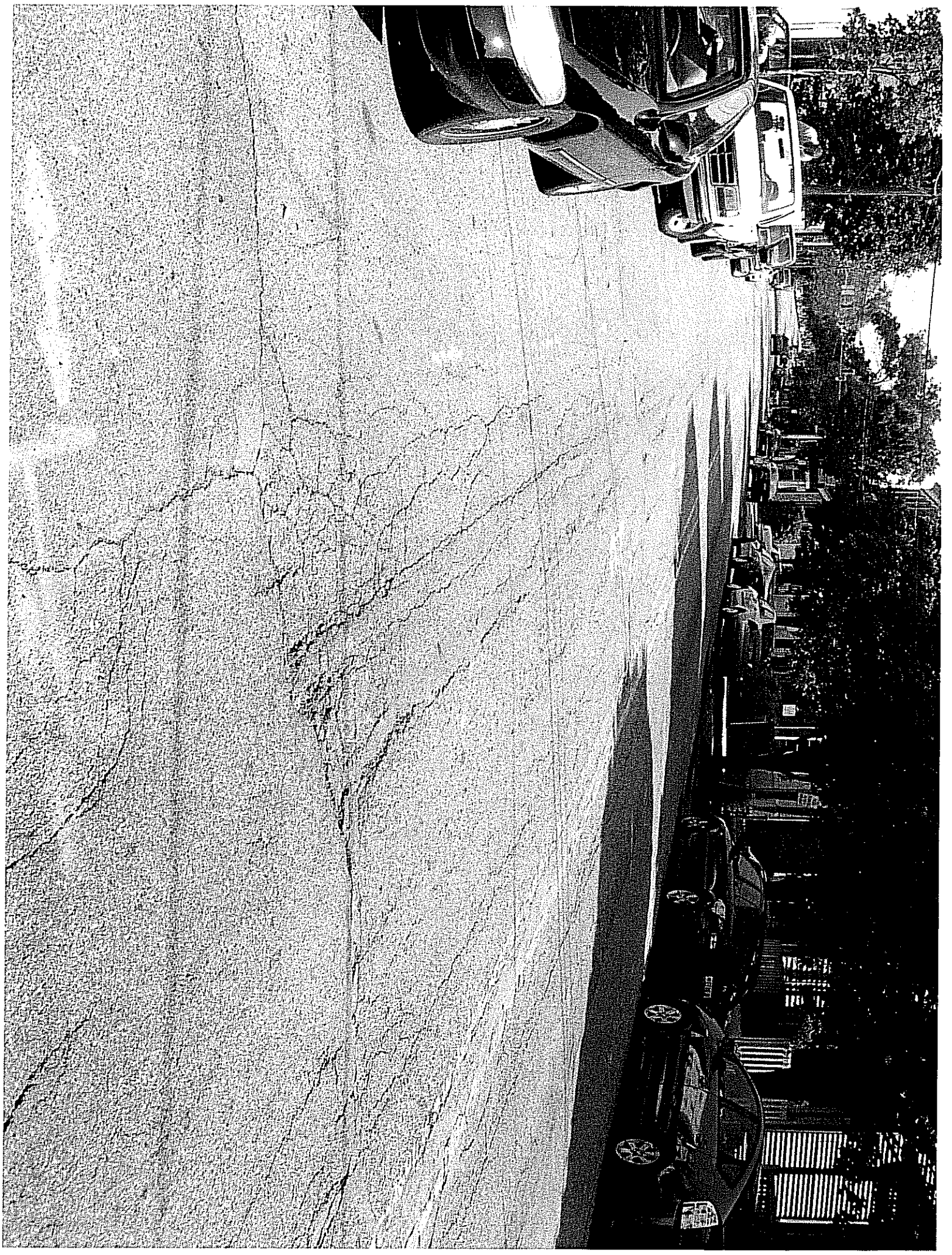
Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

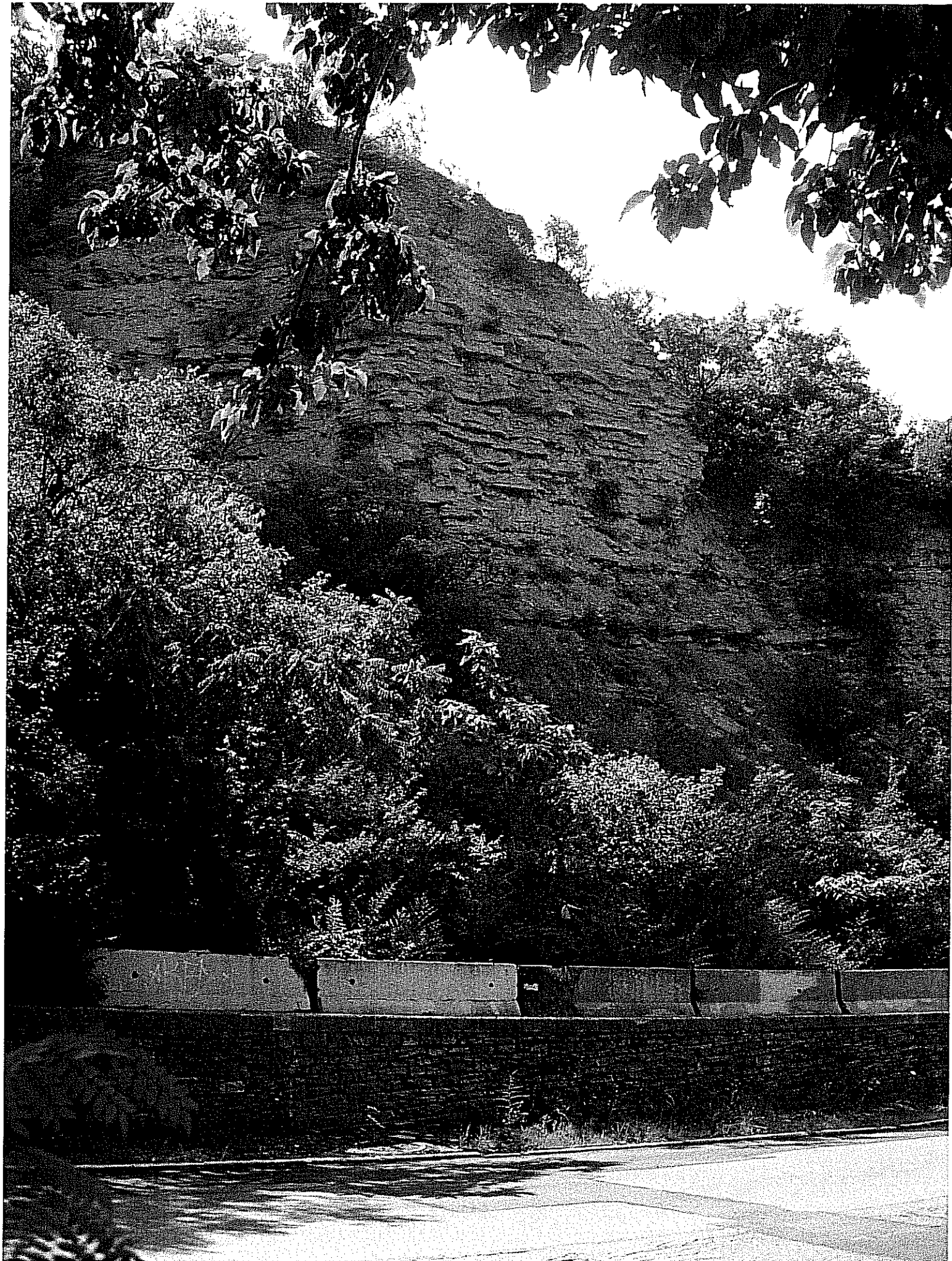


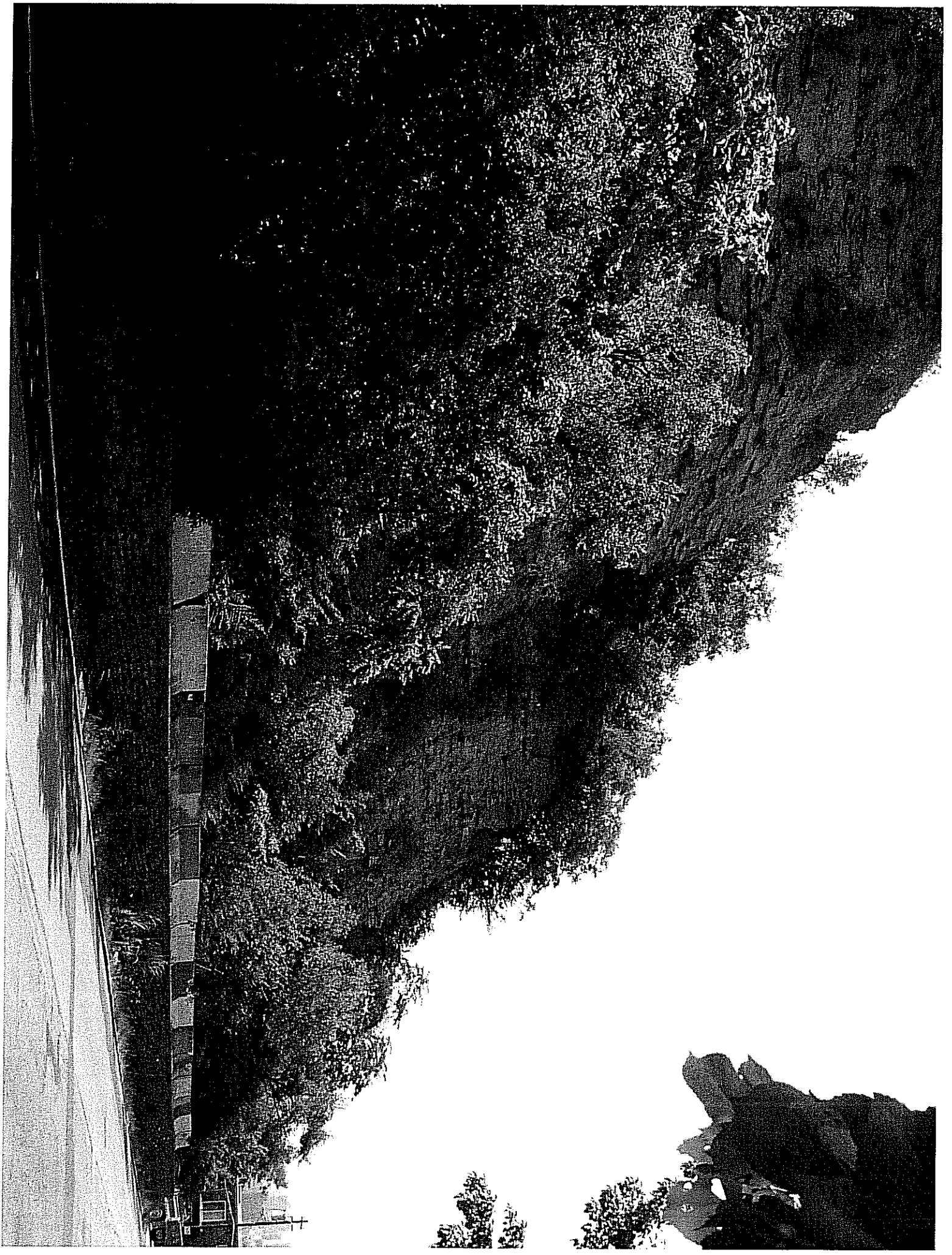












Clifton / West Clifton Avenue Crash Analysis

ACCIDENT NO.	Street	Address	Event Description	DATE	INJURIES	FATALITIES	Load Condition	Weather	Desc
1 5071029	CLIFTON AV	2050	Rear-End	29-Mar-07			0 Dry	Clear	
2 5061967	CLIFTON AV	2065	Parked Motor Veh	14-Jun-06	Unknown		0 Dry	Clear	
3 5051409	CLIFTON AV	2116	Parked Motor Veh	01-May-05			0 Dry	Clear	
4 5060330	CLIFTON AV	2207	Animal	28-Jan-06			0 Dry	Clear	
5 5043051	CLIFTON AV	2300	Rear-End	31-Aug-04	No Injury		0		
6 5062962	CLIFTON AV	2302	Sideswipe Passing	21-Sep-06	Unknown		0 Dry	Cloudy	
7 5062929	CLIFTON AV	2304	Sideswipe Passing	11-Sep-06	No Injury		0 Dry	Clear	
8 5071552	CLIFTON AV	2318	Animal	14-May-07			0		
9 5070067	CLIFTON AV	2319	Parked Motor Veh	09-Jan-07	Unknown		0 Dry	Unknown	
10 5062055	CLIFTON AV	2316	Parked Motor Veh	23-Jun-06			0 Dry	Clear	
11 5062921	CLIFTON AV	2328	Sideswipe Meeting	17-Sep-06	Unknown		0 Dry	Clear	
12 5052014	CLIFTON AV	2331	Parked Motor Veh	24-Jun-06	Unknown		0 Dry	Clear	
13 5043054	CLIFTON AV	2331	Angle	01-Sep-04			0		
14 5060364	CLIFTON AV	2332	Fixed Object	01-Feb-06	No Injury		0 Dry	Clear	
15 5041717	CLIFTON AV	2344	Angle	13-May-04	No Injury		0		
16 5043064	CLIFTON AV	2347	Rear-End	01-Sep-04			0		
17 5063582	CLIFTON AV	2361	Parked Motor Veh	03-Nov-06	Unknown		0 Dry	Clear	
18 5052590	CLIFTON AV	2362	Sideswipe Passing	21-Aug-05			0 Dry	Clear	
19 5052015	CLIFTON AV	2363	Parked Motor Veh	25-Jun-05	No Injury		0 Dry	Clear	
20 5053356	CLIFTON AV	2400	Parked Motor Veh	28-Oct-05	No Injury		0 Dry	Clear	
21 5042938	CLIFTON AV	2400	Rear-End	23-Aug-04			0		
22 5060175	CLIFTON AV	2410	Parked Motor Veh	18-Jan-06			0 Dry	Clear	
23 5053780	CLIFTON AV	2410	Rear-End	04-Dec-05			0 Dry	Cloudy	
24 5060086	CLIFTON AV	2414	Parked Motor Veh	08-Jan-06			0 Dry	Clear	
25 5042960	CLIFTON AV	2417	Backing	24-Aug-04			0		
26 5053353	CLIFTON AV	2418	Parked Motor Veh	26-Oct-05	Unknown		0 Dry	Clear	
27 5061137	CLIFTON AV	2424	Angle	04-Apr-06	No Injury		0 Dry	Clear	
28 5043400	CLIFTON AV	2443	Rear-End	30-Sep-04	No Injury		0 Dry	Clear	
29 5070800	CLIFTON AV	2446	Sideswipe Passing	05-Feb-07	Unknown		0 Dry	Clear	
30 5051274	CLIFTON AV	2448	Angle	19-Apr-05	No Injury		0 Dry	Clear	
31 5052617	CLIFTON AV	2450	Other Object	24-Aug-05	No Injury		0 Dry	Clear	
32 5043736	CLIFTON AV	2450	Sideswipe Passing	21-Oct-04	No Injury		0 Dry	Clear	
33 5040867	CLIFTON AV	2450	Sideswipe Passing	11-Mar-04			0		
34 5041377	CLIFTON AV	2450	Sideswipe Passing	19-Apr-04			0		
35 5041280	CLIFTON AV	2450	Angle	13-Apr-04			0		
36 5062938	CLIFTON AV	2455	Rear-End	18-Sep-06	No Injury		0 Dry	Clear	
37 5042131	CLIFTON AV	2470	Backing	09-Jun-04			0		
38 5043789	CLIFTON AV	2500	Rear-End	27-Oct-04	No Injury		0 Dry	Cloudy	
39 5070282	CLIFTON AV	2500	Backing	25-Jan-07	No Injury		0 Dry	Clear	
40 5070337	CLIFTON AV	2500	Rear-End	01-Feb-07	No Injury		0 Wet	Snow	
41 5051362	CLIFTON AV	2500	Rear-End	26-Apr-05	No Injury		0 Wet	Rain	
42 5043490	CLIFTON AV	2500	Rear-End	06-Oct-04	No Injury		0 Dry	Clear	
43 5050113	CLIFTON AV	2500	Rear-End	12-Jan-05	No Injury		0 Dry	Cloudy	
44 5042874	CLIFTON AV	2500	Rear-End	18-Aug-04			0		
45 5070202	CLIFTON AV	2500	Rear-End	19-Jan-07	No Injury		0 Dry	Clear	
46 5071211	CLIFTON AV	2500	Rear-End	14-Apr-07	No Injury		0 Wet	Rain	
47 5071188	CLIFTON AV	2500	Rear-End	11-Apr-07	No Injury		0 Wet	Rain	
48 5053168	CLIFTON AV	2500	Rear-End	15-Oct-05	Unknown		0 Dry	Clear	
49 5053713	CLIFTON AV	2500	Rear-End	15-Nov-06	No Injury		0 Wet	Rain	
50 5060029	CLIFTON AV	2500	Rear-End	03-Jan-06			0 Dry	Clear	
51 5063718	CLIFTON AV	2500	Rear-End	15-Nov-06	No Injury		0 Wet	Rain	

52	5063719	CLIFTON AV	2500 Sideswipe Passing	15-Nov-06	No Injury	0 Wet	Rain
53	5060391	CLIFTON AV	2500 Angle	02-Feb-06	No Injury	0 Wet	Cloudy
54	5062099	CLIFTON AV	2500 Backing	29-Jun-06	No Injury	0 Dry	Clear
55	5060257	CLIFTON AV	2500 Rear-End	21-Jan-06		0 Dry	Clear
56	5053763	CLIFTON AV	2500 Pedestrian	04-Dec-05		0 Wet	Rain
57	5064117	CLIFTON AV	2500 Sideswipe Passing	15-Dec-06	No Injury	0 Dry	Clear
58	5061139	CLIFTON AV	2500 Sideswipe Passing	04-Apr-06	No Injury	0 Dry	Clear
59	5061792	CLIFTON AV	2500 Sideswipe Passing	30-May-06		0 Dry	Clear
60	5071554	CLIFTON AV	2500 Parked Motor Veh	14-May-07		0 Dry	Clear
61	5071030	CLIFTON AV	2501 Rear-End	29-Mar-07		0	
62	5040114	CLIFTON AV	2501 Backing	10-Jan-04		0	
63	5063987	CLIFTON AV	2502 Rear-End	07-Dec-06	No Injury	0 Snow	Snow
64	5044143	CLIFTON AV	2503 Parked Motor Veh	19-Nov-04	No Injury	0 Wet	Rain
65	5040821	CLIFTON AV	2503 Other Non-Collision	06-Mar-04		0	
66	5040594	CLIFTON AV	2503 Rear-End	16-Feb-04	No Injury	0	
67	5063848	CLIFTON AV	2503 Backing	09-Nov-06		0 Dry	Clear
68	5063830	CLIFTON AV	2504 Rear-End	21-Nov-06	No Injury	0 Dry	Clear
69	5040662	CLIFTON AV	2505 Backing	23-Feb-04		0	
70	5052837	CLIFTON AV	2507 Rear-End	15-Sep-05	No Injury	0 Dry	Clear
71	5052121	CLIFTON AV	2507 Parked Motor Veh	05-Jul-05	No Injury	0 Dry	Clear
72	5043526	CLIFTON AV	2508 Rear-End	10-Oct-04	Unknown	0 Dry	Clear
73	5052622	CLIFTON AV	2508 Backing	24-Aug-06	No Injury	0 Dry	Clear
74	5071061	CLIFTON AV	2508 Backing	02-Apr-07	No Injury	0 Dry	Clear
75	5061070	CLIFTON AV	2508 Rear-End	30-Mar-06	No Injury	0 Dry	Clear
76	5062493	CLIFTON AV	2510 Rear-End	09-Aug-06	No Injury	0 Dry	Clear
77	5043940	CLIFTON AV	2512 Fixed Object	05-Nov-04	No Injury	0 Wet	Rain
78	5042660	CLIFTON AV	2512 Sideswipe Passing	17-Aug-04		0 Dry	Clear
79	5041100	CLIFTON AV	2513 Sideswipe Meeting	30-Mar-04		0	
80	5040984	CLIFTON AV	2515 Pedestrian	23-Mar-04	No Injury	0	
81	5042098	CLIFTON AV	2515 Fixed Object	06-Jun-04		0	
82	5042124	CLIFTON AV	2515 Rear-End	08-Jun-04		0	
83	5041243	CLIFTON AV	2515 Rear-End	11-Apr-04		0	
84	5042325	CLIFTON AV	2515 Rear-End	25-Jun-04	Possible	0	
85	5042371	CLIFTON AV	2515 Rear-End	29-Jun-04		0	
86	5061601	CLIFTON AV	2515 Rear-End	12-May-06	No Injury	0 Wet	Rain
87	5070755	CLIFTON AV	2515 Angle	03-Mar-07		0 Dry	Cloudy
88	5051136	CLIFTON AV	2515 Rear-End	07-Apr-05	No Injury	0 Dry	Cloudy
89	5043354	CLIFTON AV	2515 Backing	27-Sep-04	Unknown	0 Dry	Clear
90	5044174	CLIFTON AV	2515 Rear-End	19-Nov-04	No Injury	0 Dry	Clear
91	5063884	CLIFTON AV	2515 Fixed Object	29-Nov-06		1 Wet	Rain
92	5070739	CLIFTON AV	2515 Rear-End	01-Mar-07	No Injury	0 Wet	Rain
93	5051435	CLIFTON AV	2515 Rear-End	03-May-05		0 Dry	Clear
94	5051685	CLIFTON AV	2515 Rear-End	25-May-05		0 Dry	Clear
95	5070719	CLIFTON AV	2515 Sideswipe Passing	28-Feb-07	No Injury	0 Dry	Clear
96	5053806	CLIFTON AV	2515 Rear-End	06-Dec-05	No Injury	0 Dry	Cloudy
97	5053749	CLIFTON AV	2515 Angle	01-Dec-06	No Injury	0 Wet	Snow
98	5043337	CLIFTON AV	2515 Rear-End	25-Sep-04	No Injury	0 Dry	Cloudy
99	5071010	W CLIFTON AV	23 Parked Motor Veh	28-Mar-07	No Injury	0 Wet	Cloudy
100	5052527	W CLIFTON AV	23 Parked Motor Veh	16-Aug-05	No Injury	0 Dry	Rain
101	5041102	W CLIFTON AV	24 Fixed Object	30-Mar-04		0	Clear
102	1070027	W CLIFTON AV	29 Fixed Object	04-Jan-06		0 Dry	Clear
103	5041898	W CLIFTON AV	102 Rear-End	25-May-04		0	
104	5060073	W CLIFTON AV	102 Parked Motor Veh	07-Jan-06		0 Dry	Clear
105	5053860	W CLIFTON AV	102 Parked Motor Veh	08-Dec-05		0 Snow	Snow

106	5041899	W CLIFTON AV	102 Rear-End	25-May-04		0		
107	5062023	W CLIFTON AV	2055 Fixed Object	21-Jun-06		0	Dry	Clear
108	5043801	W CLIFTON AV	2055 Fixed Object	28-Oct-04	Unknown	0	Dry	Clear
109	5042031	W CLIFTON AV	2065 Backing	22-May-04		0		
110	5070495	W CLIFTON AV	2085 Parked Motor Veh	13-Feb-07	No Injury	0	Snow	Snow
111	5053147	W CLIFTON AV	2085 Parked Motor Veh	13-Oct-06	Unknown	0	Dry	Clear
112	5060619	W CLIFTON AV	2101 Fixed Object	18-Feb-08	Possible	0	Snow	Snow
113	5042966	W CLIFTON AV	2109 Sideswipe Meeting	24-Aug-04	Possible	0		
114	5043600	W CLIFTON AV	2353 Sideswipe Passing	13-Oct-04	No Injury	0	Dry	Rain
115	5042253	W CLIFTON AV	2360 Sideswipe Passing	18-Jun-04		0		
116	5041044	W CLIFTON AV	2360 Angle	28-Mar-04		0		
117	5062968	W CLIFTON AV	2400 Sideswipe Passing	22-Sep-08	No Injury	0	Wet	Rain
118	5051129	W CLIFTON AV	2422 Rear-End	07-Apr-05	No Injury	0	Dry	Cloudy
119	5062183	W CLIFTON AV	2500 Angle	09-Jul-06		0	Dry	Clear
120	5042387	W CLIFTON AV	2507 Rear-End	28-Jun-04		0		
121	5041325	W CLIFTON AV	2508 Backing	15-Apr-04		0		
122	5042787	W CLIFTON AV	2508 Backing	09-Aug-04		0		
123	5053570	W CLIFTON AV	2509 Backing	15-Nov-08	No Injury	0	Wet	Cloudy
124	5071456	W CLIFTON AV	2515 Fixed Object	05-May-07	No Injury	0	Wet	Rain

ADT	7017	Crash Rate =	17.81	Rate =	1,000,000* Crashes
Length (ft)	4100				ADT*Years*Length
Total Crashes	124				
Years Of Data	3.5				

			HEALTH	HEALTH-LITTER	
SR06000076	CLOS-NO	01/02/2006	PUB SERV	STRUCTURES	Litter, Private Property
SR06014725	CLOSED	02/28/2006	DOTE	DT-T-TRFFCPRITS	Guardrail, repair
SR06014730	CLOSED	02/28/2006	PUB SERV	TRAFFIC AIDS	Sign, ground mounted new/chang
SR06083413	CLOSED	07/06/2006	PUB SERV	ASPHALT	Sign, down/missing reg hrs
SR06094328	CLOSED	08/22/2006	PUB SERV	WINTER OPERATIONS	Sunken area, repair
SR07009236	CLOSED	02/13/2007	PUB SERV	WINTER OPERATIONS	Slippery streets, request
SR07009774	CLOSED	02/14/2007	PUB SERV	WINTER OPERATIONS	Slippery streets, request
SR07010093	CLOSED	02/15/2007	PUB SERV	WINTER OPERATIONS	Slippery streets, request
SR07033523	ABAT-OW	05/01/2007	BUILD	BUILD-EBID	Fence, height or material res
SR07039752	CLOSED	05/21/2007	PUB SERV	UTILITIES	Duke energy

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SR06065963	CLOSED	04/27/2006	PUB SERV	ASPHALT	Service complaint, rumpke
SR06097890	CLOS-NO	09/07/2006	POLICE	POLICE-DEFAULT	Default, police (and junk veh)
SR06107473	CLOSED	10/24/2006	PUB SERV	TRAFFIC AIDS	Sign, down/missing reg hrs
SR06111062	CLOSED	11/13/2006	PUB SERV	TRAFFIC AIDS	Sign, down/missing reg hrs
SR07005453	CLOSED	01/30/2007	PUB SERV	TRAFFIC AIDS	Sign, down/missing reg hrs

SR06061364	CLOSED	04/12/2006	PUB SERV	TRAFFIC AIDS	Sign, down/missing reg hrs
SR06064045	CLOSED	04/19/2006	HEALTH	HEALTH-LITTER	Litter, private property
SR06077900	CLOSED	06/13/2006	PUB SERV	SPECIAL COLLECTIONS	Tires, Special Collection
SR06078644	CLOSED	06/16/2006	PUB SERV	SPECIAL COLLECTIONS	Tires, Special Collection
SR06078646	CLOSED	06/16/2006	PUB SERV	STREET CLEANING	Street cleaning, 1st
SR06083765	CLOSED	07/07/2006	PUB SERV	STREET CLEANING	Street cleaning
SR06084424	CLOSED	07/10/2006	PUB SERV	GRAFFITI	Graffiti, removal
SR06085643	CLOSED	07/16/2006	PUB SERV	STREET CLEANING	Corner can, overflowing
SR07016094	CLOSED	03/06/2007	PUB SERV	NOD ROW MAINTENANCE	Street plates, slippery street
SR07024834	CLOSED	03/26/2007	PARKS	PARKS-DEFAULT	Default, parks
SR07057515	CLOSED	07/29/2007	PUB SERV	EMERGENCY SERVICE	Street plates, move/replace

SR	DATE	DT-RWMNGMNT-SDWLKS	Sidewalk, repair haz
SR06017515	03/10/2006	DT-RWMNGMNT-SDWLKS	Sidewalk, repair haz
SR06076074	06/06/2006	SPECIAL COLLECTIONS	Metal Furniture, Spec Collectm
SR06077615	06/12/2006	SPECIAL COLLECTIONS	Metal Furniture, Spec Collectm
SR06084425	07/10/2006	SPECIAL COLLECTIONS	Metal Furniture, Spec Collectm
SR06085201	07/13/2006	CLLCTNSSRVCRDNTS	Special collections, rtc
SR07052122	07/10/2007	SPECIAL COLLECTIONS	Metal Furniture, Spec Collectm

SR06000009	CLOSED	01/01/2006	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR060000521	CLOSED	01/04/2006	PUB SERV	NIP	Street sweeping
SR060000790	CLOSED	01/06/2006	PUB SERV	RECYCLING	Recycling
SR06035774	CLOSED	04/03/2006	PUB SERV	GRAFFITI	Graffiti, removal
SR06093362	CLOSED	08/16/2006	PUB SERV	STREET CLEANING	Dead animal, 1st shift
SR06095010	CLOSED	08/24/2006	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR06098510	CLOS-NO	09/10/2006	HEALTH	HEALTH-LITTER	Tall grass/weeds, private prop
SR06102472	CLOSED	09/28/2006	DOT	DT-RWMNGMNT-SDWLKS	Sidewalk, repair haz
SR06103289	CLOSED	10/02/2006	PUB SERV	GRAFFITI	Graffiti, removal
SR06103570	CLOSED	10/03/2006	PUB SERV	GRAFFITI	Graffiti, removal
SR06103890	CLOS-NO	10/05/2006	HEALTH	HEALTH-LITTER	Dumping, prv prop <2500 sq ft
SR06103969	CLOSED	10/05/2006	DOT	DOTE-TE-ELECTRICAL DESIGN	Signal, change request traffic
SR06106809	CLOSED	10/19/2006	DOT	DT-RWMNGMNT-SDWLKS	Sidewalk, repairs inspection
SR06107968	CLOSED	10/26/2006	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR06115649	CLOSED	12/07/2006	PUB SERV	WINTER OPERATIONS	Slippery streets, request
SR07004620	CLOSED	01/25/2007	PUB SERV	STREET CLEANING	Corner can, dmg/rep liner miss
SR07006558	CLOSED	02/05/2007	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR07010022	CLOSED	02/14/2007	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR07012903	CLOSED	02/25/2007	PUB SERV	GRAFFITI	Graffiti, removal
SR07016593	CLOSED	03/08/2007	DOT	DOTE-PERMITS	Contract/Contract Complint ROW
SR07028388	CLOSED	04/09/2007	PUB SERV	GRAFFITI	Graffiti, removal
SR07028946	CLOSED	04/11/2007	PUB SERV	EMERGENCY SERVICE	Street plates, move/replace
SR07040732	CLOSED	05/24/2007	PUB SERV	EMERGENCY SERVICE	Street plates, move/replace
SR07046481	CLOSED	06/14/2007	PUB SERV	CLLCNSTRVGRCDNTRS	Trash, request for collection
SR07050115	CLOSED	07/01/2007	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR07050367	CLOSED	07/02/2007	PUB SERV	SPECIAL COLLECTIONS	Metal Furniture, Spec Collectn
SR07060032	ABAT-OW	08/08/2007	HEALTH	HEALTH-LITTER	Tall grass/weeds, private prop
SR07062046	CLOSED	08/17/2007	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR07063507	CLOSED	08/23/2007	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR07063760	CLOSED	08/24/2007	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR07065898	CLOSED	09/05/2007	PUB SERV	STREET CLEANING	Street cleaning

SR06099931	CLOS-NO	09/17/2006	HEALTH	HEALTH-LITTER	Tall grass/weeds, private prop
SR06114175	ORDERS1	11/30/2006	BUILD	BUILD-EBID	Building, residential
SR07034824	NEW	05/04/2007	BUILD	BUILD-EBID	Building, residential
SR07035489	ABAT-OW	05/07/2007	BUILD	BUILD-EBID	Building, residential
SR07055064	ORDERS1	07/19/2007	BUILD	BUILD-EBID	Building, residential
SR07063187	CLOS-NO	08/22/2007	HEALTH	HEALTH-LITTER	Litter, private property
SR07064184	CLOS-NO	08/27/2007	HEALTH	HEALTH-LITTER	Litter, private property
SR07065445	NEW	09/01/2007	HEALTH	HEALTH-LITTER	Litter, private property

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SR06067504	ABAT-OW	05/03/2006	HEALTH	HEALTH-LITTER
SR06067504	ABAT-OW	05/03/2006	HEALTH	Litter, private property
SR06080776	CLOS-NO	06/24/2006	HEALTH	HEALTH-LITTER
SR06080776	CLOS-NO	06/24/2006	HEALTH	Litter, private property
SR06081662	ABAT-OW	06/28/2006	HEALTH	HEALTH-LITTER
SR06081662	ABAT-OW	06/28/2006	HEALTH	Litter, private property
SR07057221	ABAT-OW	07/27/2007	HEALTH	HEALTH-LITTER
SR07057221	ABAT-OW	07/27/2007	HEALTH	Litter, private property
SR07065794	NEW	09/04/2007	HEALTH	HEALTH-LITTER
SR07065794	NEW	09/04/2007	HEALTH	Litter, private property

SR06067502	ABAT-OW	05/03/2006	HEALTH	HEALTH-LITTER	Tall grass/weeds, private prop
SR06082179	CLOSED	06/29/2006	PUB SERV	STREET CLEANING	Street cleaning
SR06098517	CLOS-NO	09/10/2006	HEALTH	HEALTH-LITTER	Tall grass/weeds, private prop
SR07023068	CLOSED	03/22/2007	PUB SERV	COLLECTN SSRV CRDNTS	Service complaint, nod
SR07023940	CLOS-NO	03/24/2007	HEALTH	HEALTH-LITTER	Trash, improper set out
SR07040600	CLOSED	05/23/2007	PUB SERV	SPECIAL COLLECTIONS	Metal Furniture, Spec Collectn

SUBMISSION CHECKLIST FOR STATE OF OHIO CAPITAL IMPROVEMENT GRANT APPLICATIONS

This checklist must be submitted with the other items necessary for project eligibility and review. Upon district receipt of the full package, this checklist will be date stamped and a copy will be forwarded to the applying jurisdiction. Once the checklist has been stamped, the district will accept no additional information regarding the project.

Clifton Avenue Improvements

The following items **MUST** be submitted (by the deadline for such submission) in order for the District Two-Integrating Committee and Support Staff to consider your application complete and eligible for funding:

<input checked="" type="checkbox"/> OPWC Application for Financial Assistance (State of Ohio Form-Signed by C.E.O.)	<input checked="" type="checkbox"/> Additional Support Information Form (District Two Form)	<input checked="" type="checkbox"/> Detailed Cost Estimate (Signed by P.E.)
<input checked="" type="checkbox"/> Useful Life Certificate (Signed by P.E.)	<input checked="" type="checkbox"/> Status of Funds Certification (Jurisdiction Letterhead-Signed by C.F.O.)	<input checked="" type="checkbox"/> Project Vicinity Map
<input checked="" type="checkbox"/> Project Pictures (Minimum of 4 - Mounted)		

The following items **MUST** be submitted with the application in order for the District Two Support Staff to consider the maximum points available for your application (Specify type of submission):

- | | |
|--|---|
| <ul style="list-style-type: none"> • Infrastructure Condition Data <u>Customer Service Request Records (CSR)</u> <u>Street Condition Database Information</u> <u>Photos showing failing pavement</u> | <ul style="list-style-type: none"> Infrastructure Safety Data <u>Crash rate sheets and database information</u> |
| <ul style="list-style-type: none"> • Infrastructure Health Data | <ul style="list-style-type: none"> Jurisdiction User Fee/Assessment Data |
| <ul style="list-style-type: none"> • Economic Growth Data | <ul style="list-style-type: none"> • Alleviate Traffic Hazards/LOS Data |
| <ul style="list-style-type: none"> • Ban/Moratorium Data | <ul style="list-style-type: none"> • Users Certification Data <u>Certified Traffic Count</u> |

The following items must be submitted by November 5, 2007:

<input type="checkbox"/> Capital Improvement Report (State of Ohio Form)	<input type="checkbox"/> Enabling Legislation (On Jurisdiction Letterhead and Signed by Clerk)
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